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INFORMATION HANDBOOK

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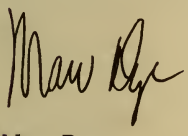
November 1998

Members of the 56th Legislature,

Passage of a new six-year transportation funding bill by Congress heralds a new era of challenges and opportunities for Montana. As one of the most rural states in the nation, and one with an economy highly dependent on transportation, the importance of TEA-21 would be difficult to overstate.

MDT and Montana's Congressional Delegation played a central role in TEA-21 legislation. Our state will see a substantial increase in funding as a result. And with cooperation and more hard work, we can build the transportation system we need for the next century. And do it without tax increases.

The information in this handbook is intended to answer your questions, and to provide an outline of the program government and private business will work together to implement. We welcome your comments, questions and support.



Marv Dye
Director of Transportation

Cover photo: I-15 near Dillon

Near Alberton

What You Will Find

Fast Facts

Little known facts about Montana's Transportation System

Montana Transportation Commission

Who and Where

Montana Aeronautics Board

Who and Where

Montana Department of Transportation

District Offices 7
Multimodalism 12–15
Highways 16–23
Aeronautics 24–27
Rail 28–29
Transit & Bicycle-Pedestrian 30–33
Funding 34–35

Maps

Intercity Passenger Transportation
Montana's Rail System
Montana's Highway System

Fast Facts

- Montana's share of the Interstate System is 1,191 miles.
- The 666-mile portion of US 2 from the Idaho border to the North Dakota border is the longest highway in Montana.
- Montana's shortest highway (0.3 of a mile) is Primary 65 in Flathead County.
- MDT traffic statistics indicate that US 87 (Main Street) in Billings is the busiest highway in Montana with an average daily traffic of 48,200.
- Only California, Illinois and Texas have more rural Interstate than Montana's 1,163 miles.
- Montana travelers have access to 51 rest areas, with 11 of these located in city parks.
- In 1994, Montana had more private and commercial vehicles per capita (1.11) than any other state.
- Montana has only 12 people per mile of public road, compared to 38 in Colorado and 177 in California.
- In FY 1997 MDT's Maintenance Division went through 230,598 cubic yards of sand and 1,742,907 gallons of de-icer.
- Montana is larger than the seven Northeastern states, yet has only 2.5% of the combined population of those states.
- Only 60¢ of every dollar raised from state fuel and gross vehicle weight taxes is available for use by MDT.

- Over 75% of Montana's Vehicle Miles Traveled (VMT) take place outside of our 14 urban areas. Only South Dakota and Wyoming have a more rural character to their highway and street traffic.
- Over 82% of all manufactured goods are moved in and out of Montana by truck.
- Montana has 12 bus systems serving the general public; four of these systems are fixed-route city bus systems and eight are dial-a-ride.
- 92% of Montana's agricultural products are shipped out of state by rail.
- Montana has 14 state owned airports, 125 public use airports, and over 350 private use airports.

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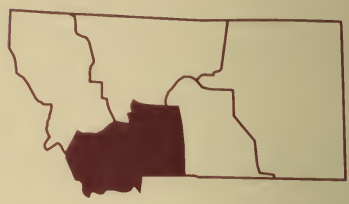
Patricia Abelin



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Dave Manning Memorial Building,
MDT Headquarters, Helena

Montana's transportation program is an essential component of economic development and job creation. It provides the infrastructure necessary to support the growth and expansion of our economy.

MDT's diverse programs are working together to provide the best possible service to the people of Montana. This work is being accomplished by almost the same number of employees as ten years ago, in spite of additional responsibilities in rail, transit, fuel tax, aeronautics, traffic safety, and an expanded Federal surface transportation program.

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Bearmouth area on I-90

Multimodalism in Montana

	UNITS
Motor Vehicles	Total daily VTM on all roads
Air	Enplanements
Rail	Amtrak Ridership
Urban Transit	Annual Ridership
Rural Transit	Annual Ridership
Intercity Bus	Annual Ridership

Source: TranPlan 21 Annual Report-April 1997

Montana has a statewide multimodal transportation system that includes facilities and services operated by many different units of government and the private sector. Considering the geographical scale and small population of Montana, citizens, businesses, and visitors alike have a high level of mobility.

The availability of more than one mode ensures a modal balance. Competition between modes is a distinguishing characteristic of multimodalism. This occurs where the markets or demand for modes overlap and it is possible to make choices or trade-offs between modes. Today, while public transportation is available to most Montanans, there is little competition between modes.

USE IN 1993	USE IN 1997	1993–1997 CHANGE
23,900,000	25,540,000	+2.2%
968,000	1,107,792	+12.2%
139,500	123,140	-11.9%
1,511,000	1,833,372	+15.2%
326,000	292,591	+4.5%
99,800	154,912	+13.7%

Elliston

1993 Distribution of Freight Shipments by Mode

MODE	VALUE	TONS	TONS-MILES
Highway	68.9%	35.3%	12.0%
Rail	22.4%	52.2%	87.0%
Other (air, pipeline)	8.7%	12.5%	1.0%

Source: "1993 Commodity Flow Survey", TC92-CF-27, Bureau of the Census, US Department of Commerce. No current data available.

1997 MDT Inventory

Highway Center Line Miles	11,704
Bridges	4,378
Signs and Delineator Posts	300,000
Guardrail (lineal feet)	5,654,880
Interstate Rest Areas	35
Right-of-Way Fence (miles)	2,633
Tandem Dump Trucks	236
Single-Axle Dump Trucks	303
Self-propelled Street Sweepers	63
Paint Stripers	12
Graders	87
Loaders	250
Rotary Snow Blowers	38
Maintenance Buildings	600
State-owned Airports	14
Non-directional Beacons	26
Ground-to-Air Radios	61

I-90 near Manhattan

Montana's

Classification	
National Highway System	
Primary Highway System	
Secondary Highway System	
Urban Highway System	
TOTAL—Designated Systems	
Off System—State	
Off System—Municipal	
Off System—Rural	
TOTAL—Off-System	
TOTAL—All Roads	

Montana is one of the most rural states in the nation in both population and transportation characteristics. This means the highway system fulfills a central role in allowing the state to function politically, economically, and socially.

Roadways connect Montana's communities and the state to the national and international transportation systems. The highway system is also the largest single capital investment in the state. Proper maintenance and upkeep is critical to preserving this system.

Public Road Miles

Center Line Miles	Lane Miles
3,858	10,375
2,832	5,789
4,665	9,322
349	786
11,704	**26,272**
1,147	2,293
3,076	N/A
53,746	N/A
57,969	**N/A**
69,673	**28,565**

Source: TransPlan 21 Annual Report—1997

Maintenance of and State

Classification
National Highway System
Primary Highway System
Secondary Highway System
Urban Highway System
State Highway—Off System
Total

1997 Pavement Conditions

System	Overall Pavement Index (OPI)*
NHS-Interstate	64
Primary System**	62

OPI Range	
Good	≥ 63
Fair	45–62
Poor	≤44

* The OPI is a combination of all the individual distress indexes (surface cracking, raveling, patching, rutting and ride)

** This involves all NHS Non-Interstate

National Highway System (NHS) Designated Highways

Maintenance Responsibility
Center Line Miles as of July 1996

State	Local/Other	Total
3,802	56	3,858
2,824	9	2,833
248	4,417	4,665
81	268	349
1,147	0	1,147
8,102	**4,750**	**12,852**

I-15, Wolf Creek Canyon

Crashes by

Year	All Crashes	Fatal Crashes	Injury Crashes
1997	22,619	223	6,951
1996	24,822	177	6,980
1995	20,508	186	6,807
1994	19,351	182	6,568
1993	18,839	166	6,144
Chg/1yr.	**-8.8%**	**26.0%**	**-0.4%**
Chg/5yr.	**20%**	**34.3%**	**13%**

Source: Montana Department of Transportation

I-15, near Boulder

Number and

Classification
NHS—Interstate
NHS—Non-Interstate
Primary System
Secondary System
Urban System
State Off System
Local Off System
Total

* Substandard ratings are assigned based on stringent Federal criteria that take into consideration structural, operational and geometric factors.

Severity

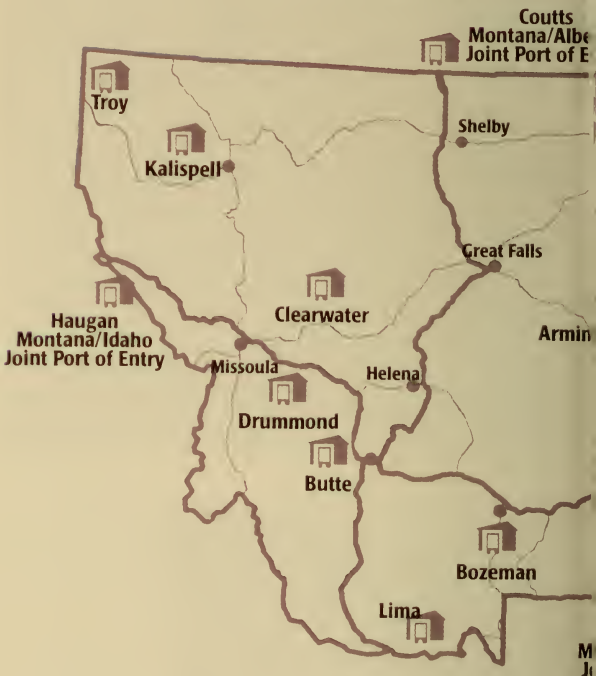
Property Damage Crashes	Fatalities	Injuries
15,445	265	10,688
17,665	198	10,557
13,515	215	10,255
12,601	202	9,903
12,529	194	9,288
-12.6%	**33.8%**	**1.2%**
23.3%	**36.6%**	**15.1%**

Bridge projects on the interstate, primary, secondary and urban highway systems are nominated by MDT's Bridge Bureau based on the Bridge Management System and co-ordinated with on-going highway projects.

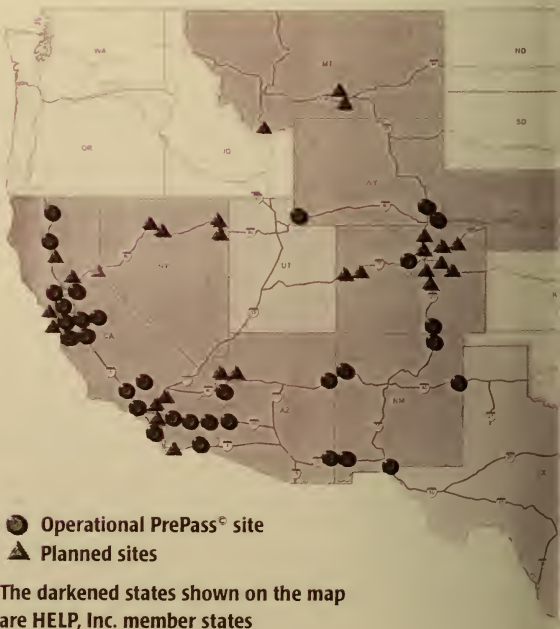
Condition of Montana's Bridges–1997

Total Count	Average Age (Years)	Substandard Count*
810	27	89
460	40	52
500	46	63
469	38	73
57	37	26
245	45	18
1,837	37	584
4,378	**39**	**905**

MOTOR CARRIER
Permanently Staffed



HELP, Inc. PrePass©

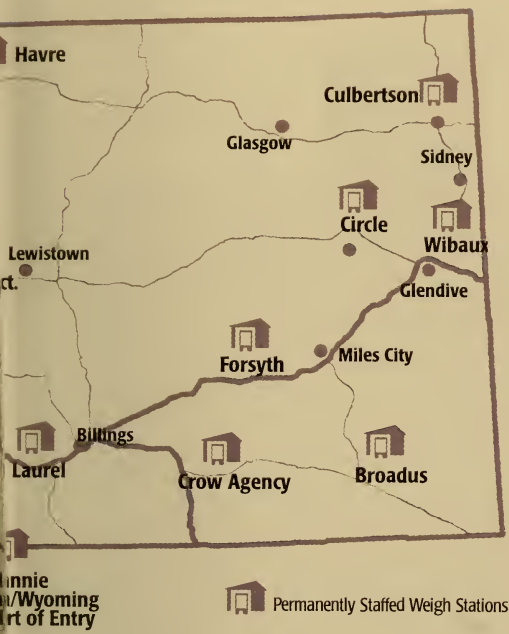


Operational PrePass© site

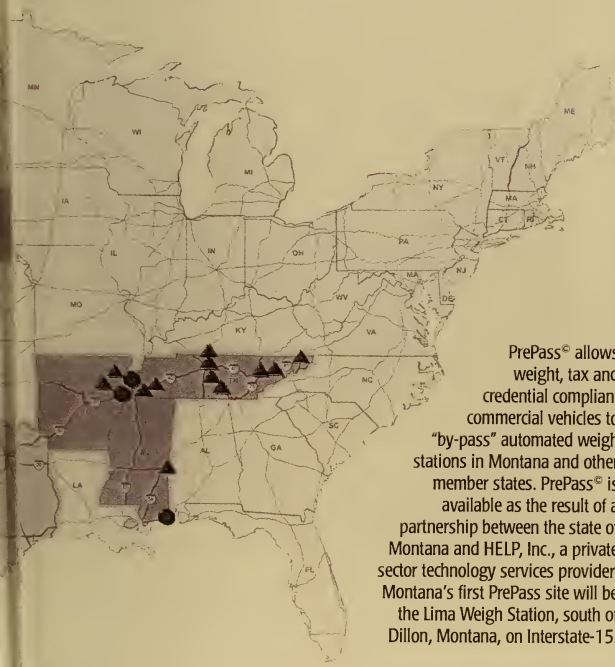
Planned sites

The darkened states shown on the map are HELP, Inc. member states

SERVICES DIVISION
Weigh Stations



System Map



PrePass© allows weight, tax and credential compliant commercial vehicles to "by-pass" automated weigh stations in Montana and other member states. PrePass© is available as the result of a partnership between the state of Montana and HELP, Inc., a private sector technology services provider. Montana's first PrePass site will be the Lima Weigh Station, south of Dillon, Montana, on Interstate-15.

Ron Mercer, *Chairman*
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Board Members
Leland Ford, Bigfork
Robert Hector, Billings
Joann Eisenzimer, Cascade
Will Metz, Laurel
Arnold Lindberg, Cut Bank
Fred Booth, Fort Benton
Douglas Freeman, Hardin
Byron Bayers, Twin Bridges

Chinook Airport, summer 1997

Air transportation plays an important role in Montana because of the state's geography and distance from the nation's economic and population centers. The ability to connect Montana's rural areas to emergency medical facilities, urban centers, and domestic and international destinations through air transportation is vital for Montana's citizens and businesses.

High-Volume General Aviation Airports

	Landings & Take-offs
Kalispell (City)	35,000
Sidney[1]	23,450
Glasgow[1]	21,758
Hamilton	20,000
Lewistown[1]	17,900
Plentywood	11,260
Libby	12,000
Ennis	11,000
Miles City[1]	11,038
Stevensville	10,200
Laurel	13,000
Dillon	10,300
Three Forks	11,000
Chinook	8,700
Forsyth	8,712
Havre	8,988
Gardiner	8,600
Total	**242,906**

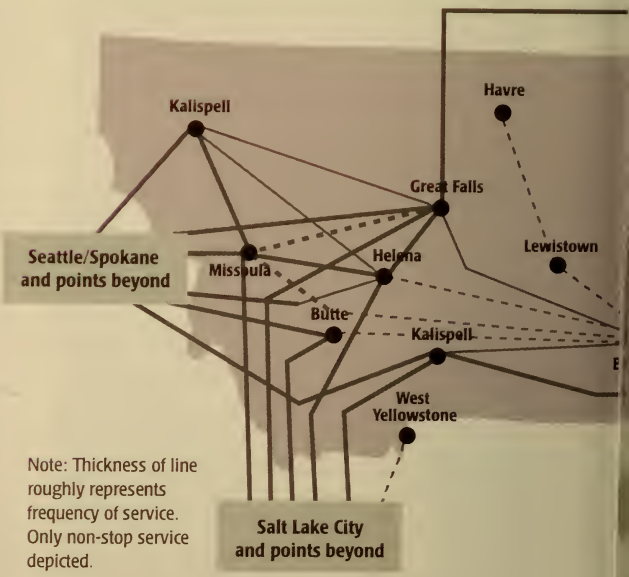
Landings and Take-offs based on most current 5010 Inspection year, 1997-1998

[1] Does not include Essential Air Service LTOs

Source: TranPlan 21Annual Report, April 1997

Essential Air Service Airports

	Enplanements		Air Freight (tons)	
	1986	1997	1986	1997
Glasgow	2,555	3,137	15	8
Glendive	1,532	1,264	8	3
Havre	1,912	2,379	12	2
Lewistown	540	1,615	7	2
Miles City	1,667	1,672	15	5
Sidney	7,662	3,761	37	3
Wolf Point	1,808	2,721	N/A	3
Yellowstone	2,796	3,850	N/A	N/A
Total	**20,472**	**20,399**	**94**	**26**

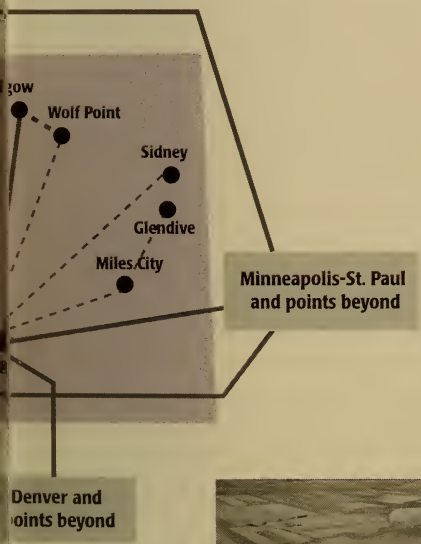


Note: Thickness of line roughly represents frequency of service. Only non-stop service depicted.

Source: TranPlan 21 and selected airline schedules.

Primary Commercial Service Airports

	Enplanements		Air Freight (tons)	
	1986	1997	1986	1997
Billings	324,514	317,521	6,211	20,972
Bozeman	105,197	207,352	285	360
Butte	28,086	44,087	283	166
Great Falls	148,561	123,181	1,138	401
Helena	49,920	72,614	214	666
Glacier	55,210	130,638	180	572
Missoula	131,180	192,000	836	1,622
Total	**842,668**	**1,087,393**	**9,147**	**24,759**



Conrad Airport

Columbus

Montana's rail system is a key element of the state's overall transportation network. The system includes just under 3,500 miles of track. Although this mileage has declined over the past decade, the volume of freight shipped by rail has remained steady. Passenger rail service in Montana is provided by Amtrak across the Hi-Line.

Amtrak Ridership

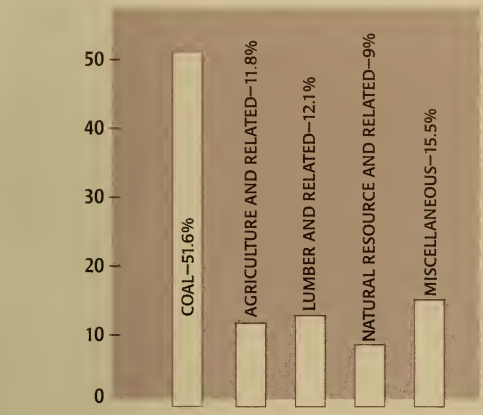
	1994	1997
Browning	900	1,421
Belton	3,262	3,779
Cut Bank	2,278	2,100
Essex	2,331	3,080
Glasgow	4,763	4,445
Glacier Park	11,099	12,936
Havre	14,769	12,107
Libby	4,235	4,655
Malta	3,342	3,021
Shelby	14,886	14,868
Whitefish	69,470	53,371
Wolf Point	8,461	7,357
State Totals	**139,796**	**123,140**

Source: TranPlan 21Annual Report, April 1997

Rail Freight Shipments By Commodity

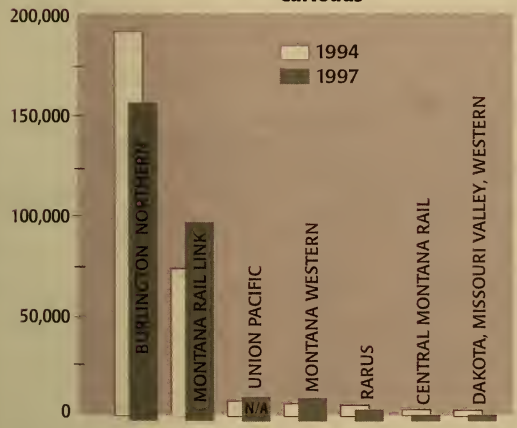
Originating and Terminating Carloads

1997 Originating and Terminating Carloads

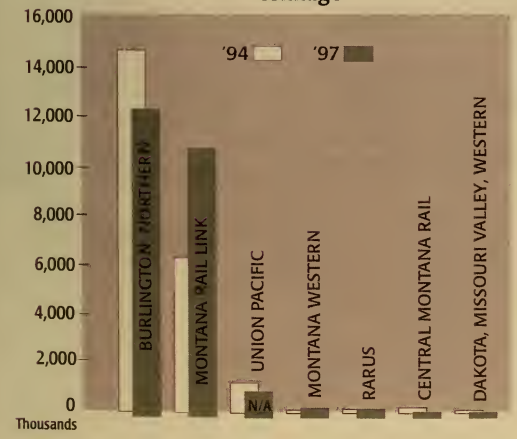


Total Originating and Terminating Non-Coal Freight

Carloads



Tonnage

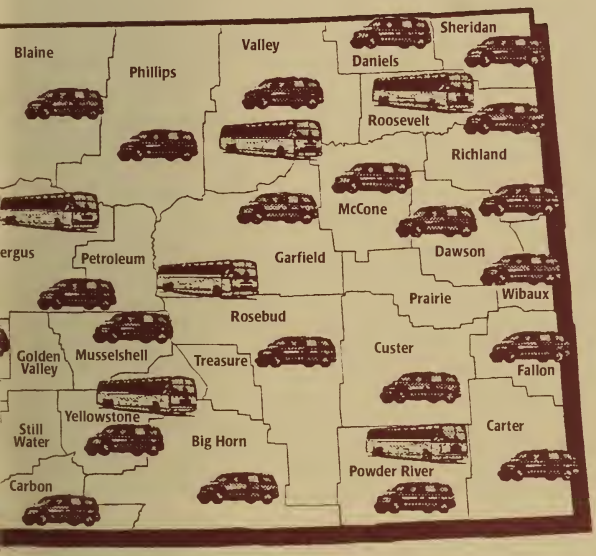


Bike path in Missoula

Passenger transportation in Montana includes urban and rural transit, demand responsive transit for the elderly and persons with disabilities, intercity bus, and vanpooling. These services are provided by public agencies, not-for profit organizations, and the private sector.

Transit in Montana is most important to that segment of the population without access to a car. Currently, it performs a societal role providing basic mobility for residents of most Montana counties.

The primary source for bicycle and pedestrian trip information is the journey-to-work data collected for the 1990 Census. These numbers do not include pedestrian and bicycle activities for recreation, errands, or other purposes. (See table on page 33)



General Public

Elderly and Persons with Disabilities

1997 Annual Transit System Ridership

Non-urban System	Riders
Eagle Transit—Kalispell	41,633
Blackfeet Transit—Browning	9,722
Butte-Silver Bow Transit—Butte	110,314
Helena Dial-A-Ride—Helena	39,546
Fergus County Transit—Lewistown	22,597
Fort Peck Trans. System—Poplar	30,195
Big Dry Transit—Jordan	1,985
Powder River Cnty Trans. System— Broadus	4,596
Valley County Transit—Glasgow	32,003
Total	**292,591**

Urban System	Riders
Great Falls Transit District	479,759
Metropolitan Transit—Billings	722,506
Mountain Line Transit—Missoula	631,107
Total	**1,833,372**

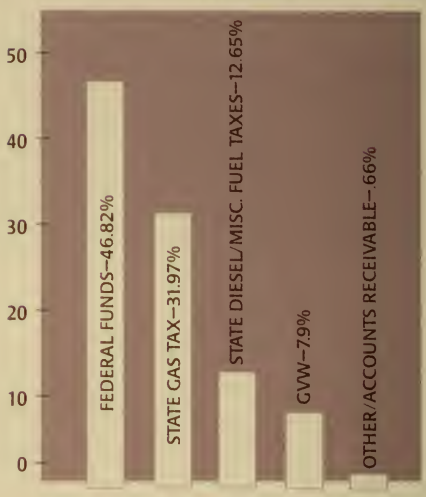
Daily Journey-to-Work Trips in Selected Montana Cities

	Bicycle		Pedestrian	
	Number	Percent*	Number	Percent*
Missoula	793	3.9%	1,638	8.2%
Bozeman	453	4.1%	1,858	16.9%
Great Falls	199	0.8%	1,173	4.8%
Helena	178	1.5%	1,276	10.5%
Billings	172	0.4%	1,779	4.6%
Kalispell	94	1.9%	381	7.5%
Butte	37	0.3%	866	6.4%
Total	**1,926**	**1.5%**	**8,971**	**7.2%**
Statewide total	**3,209**	**0.9%**	**27,022**	**7.7%**

* Percentage of total Journey-to-work trips in the city
Source: US Bureau of the Census, April 1990

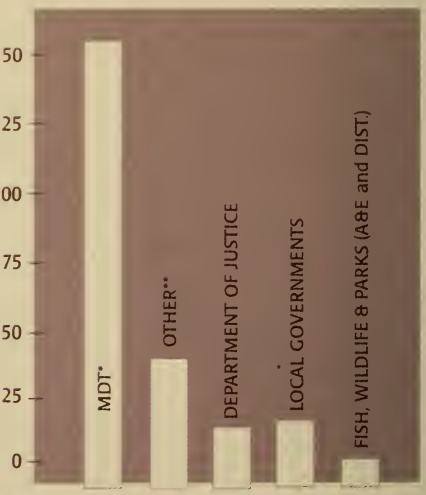
Revenue Sources and Uses

1997 Sources



Projected FY 98 Revenues – $380,241,167

Allocation of State Funds

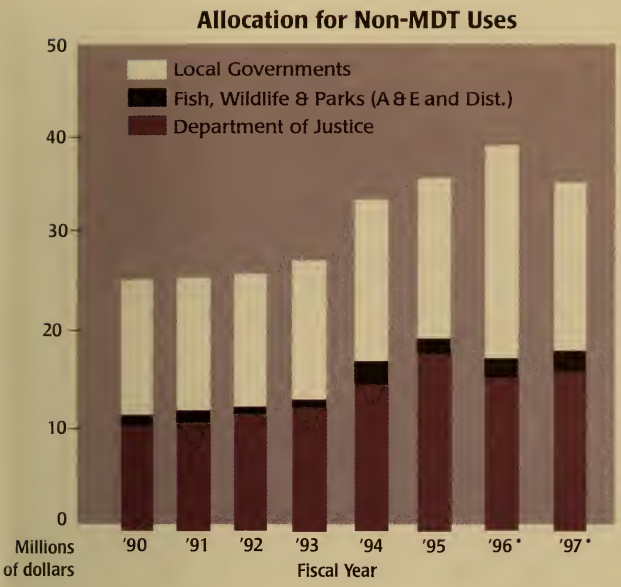


Millions of dollars

* MDT Highway Special Revenue Accounting Entity

** Other–Distributions-tax collections distributed to other entities according to statute; Collection fees; Debt services; Refunds & Credits

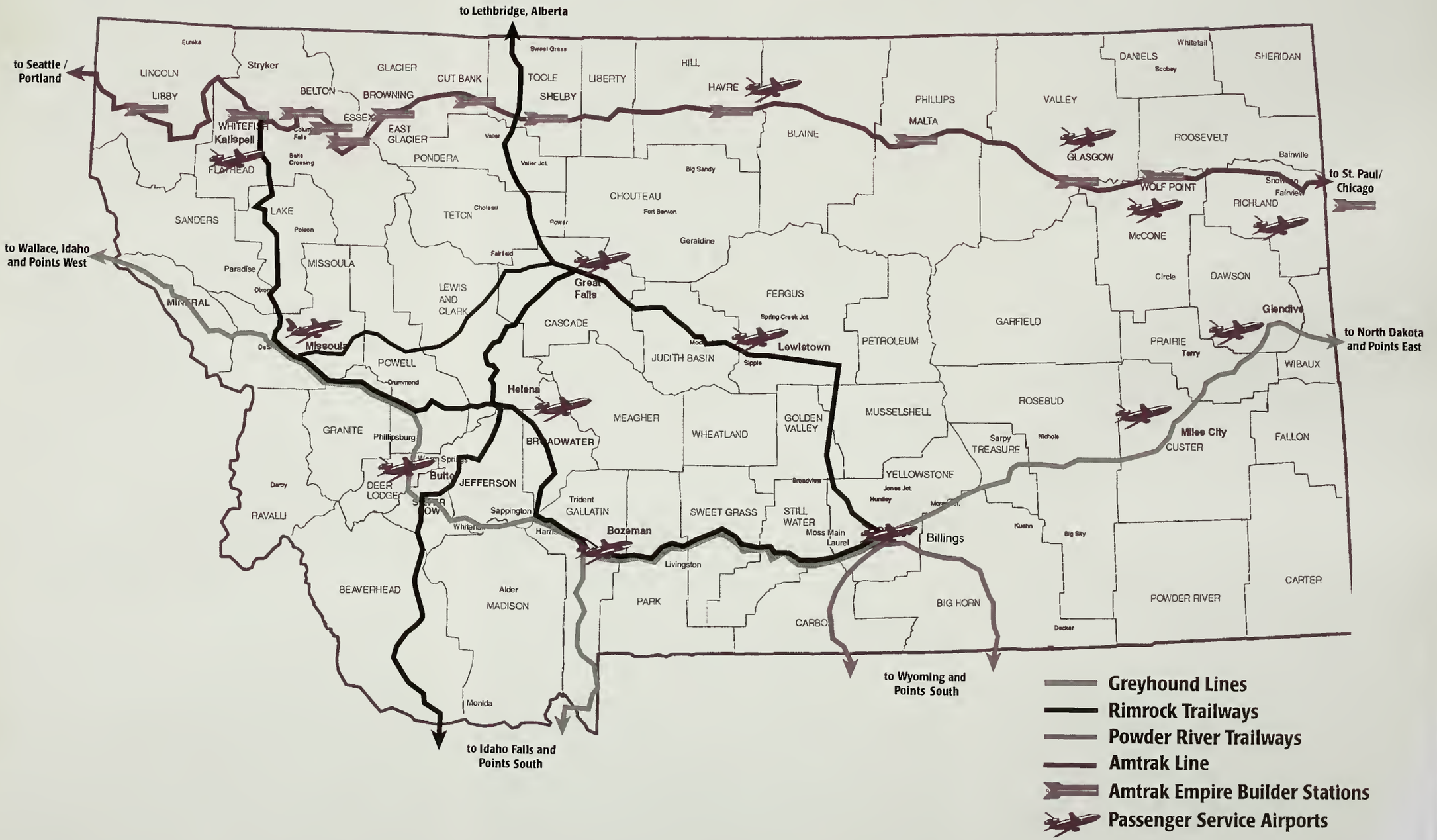
Funding Trends



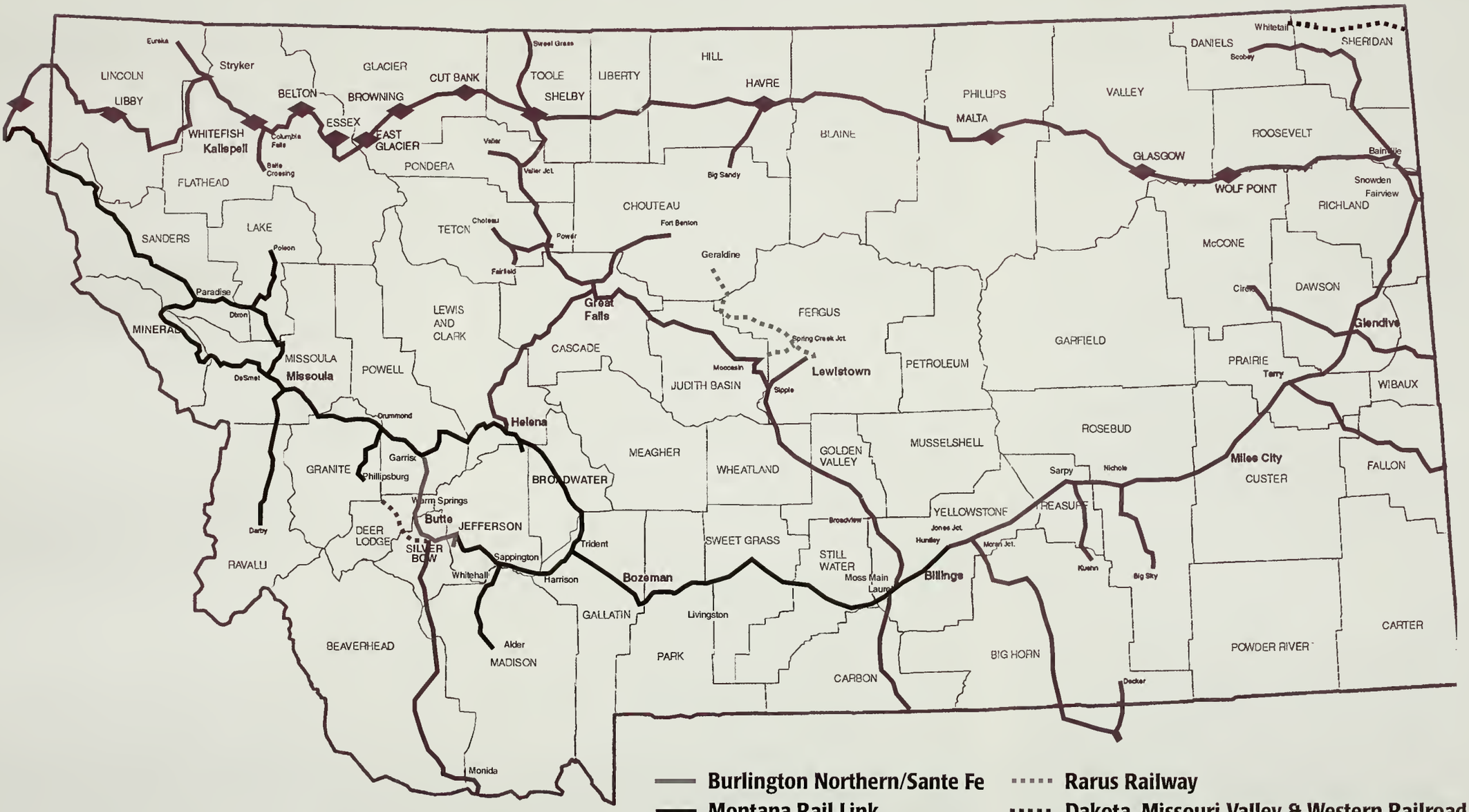
* Reflects legislative cap and redistribution of unanticipated fuel tax revenues

Notes

Intercity Passenger Transportation

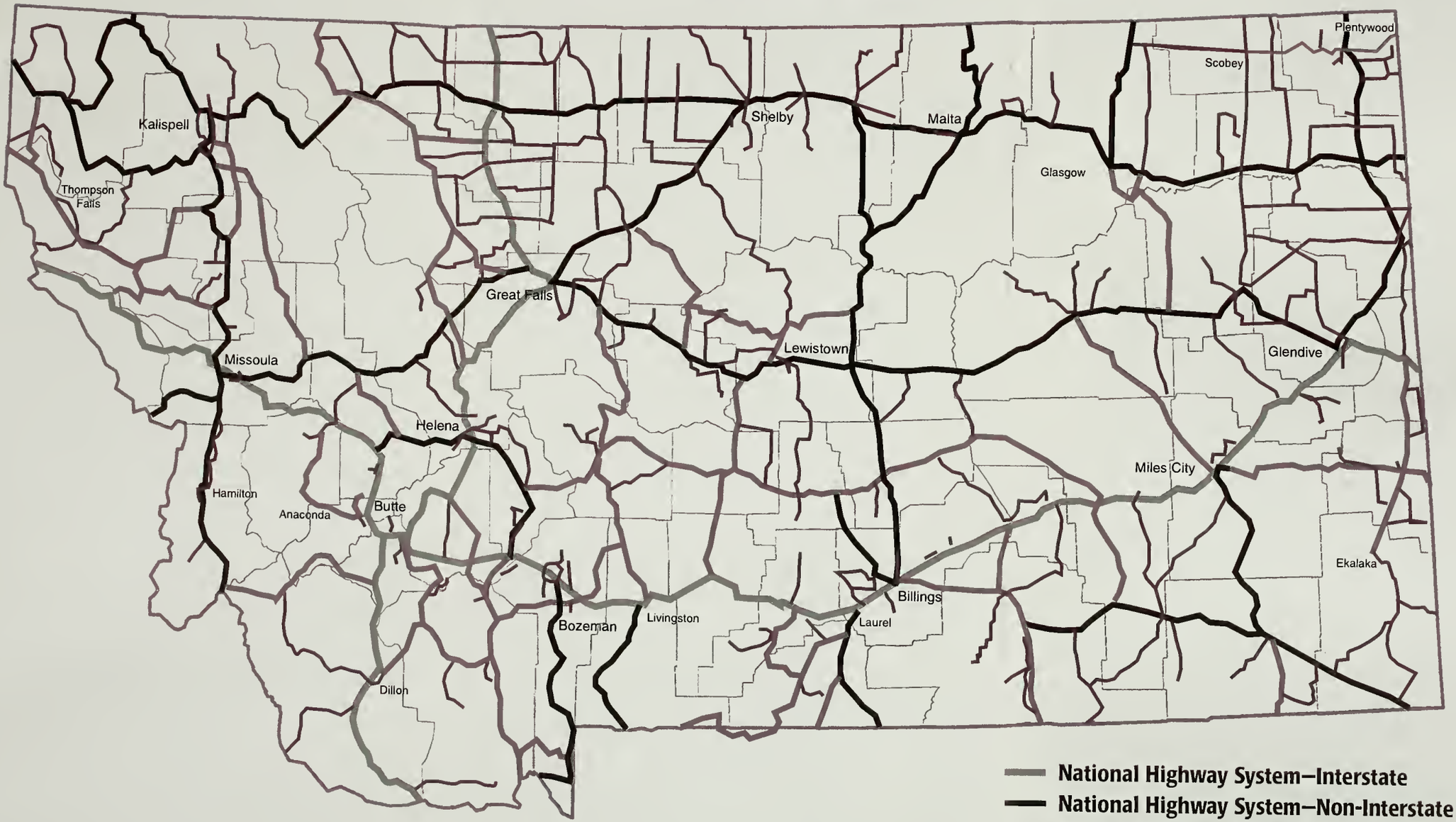


Montana's Rail System



- Burlington Northern/Sante Fe
- Montana Rail Link
- Montana Western Railway
- Union Pacific
- Rarus Railway
- Dakota, Missouri Valley & Western Railroad
- Central Montana Rail
- Amtrak Route Stations

Montana's Highway System



District Administrators

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District 5—Billings: Bruce Barrett • 657-0210, E-Mail: bbarrett@state.mt.us

MDT

and Related Montana County License Plate Prefixes

DISTRICT 1
Dan Larson
293-3304

4. Missoula
7. Flathead
13. Ravalli
15. Lake
28. Powell
35. Sanders
46. Granite
54. Mineral
56. Lincoln

DISTRICT 2
Patricia Abelin
587-0134

1. Butte/ Silver Bow
6. Gallatin
18. Beaverhead
25. Madison
30. Anaconda/ Deer Lodge
47. Meagher
43. Broadwater
49 Park
51. Jefferson

DISTRICT 3
Bob McKenna
449-6937

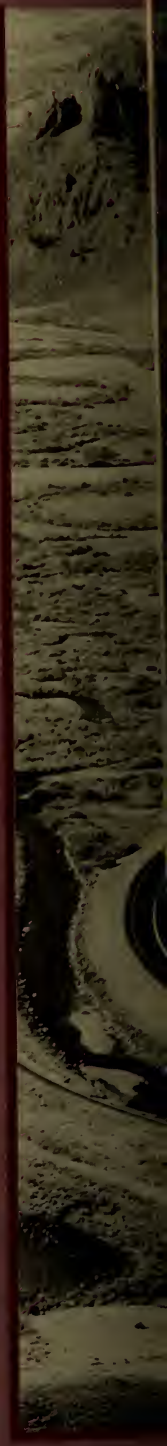
2. Cascade
5. Lewis & Clark
12. Hill
19. Chouteau
21. Toole
24. Blaine
26. Pondera
31. Teton
38. Glacier
48. Liberty

DISTRICT 4
Ed Smith
483-5484

9. Powder River
11. Phillips
14. Custer
16. Dawson
17. Roosevelt
20. Valley
27. Richland
29. Rosebud
34. Sheridan
37. Daniels
39. Fallon
41. McCone
42. Carter
45. Prairie
50. Garfield
52. Wibaux

DISTRICT 5
Thorm Forseth
259-3147

3. Yellowstone
8. Fergus
10. Carbon
22. Big Horn
23. Musselshell
32. Stillwater
33. Treasure
36. Judith Basin
40. Sweet Grass
44. Wheatland
53. Golden Valley
55. Petroleum



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